

What is claimed is:

1. A steering assembly for a wheeled vehicle comprising; a handlebar assembly, a stem supporting the handlebar assembly , headset bearings and a steerer tube extending above the headset bearings , said steerer tube being slotted to allow clamping onto said stem .
2. A steering assembly of claim 1, further comprising a stem section having a clamping device which is adjustable in height, wherein the steerer tube is fixed onto said stem section.
3. A steering assembly for a wheeled vehicle wherein the stem assembly has an internal hinge which, when raised above the steerer tube, allows the stem to rotate axially and then fold down for storage.
4. A steering assembly of claim 1 wherein the steerer tube comprises at least one internal protrusion which fits into a longitudinal channel in the stem and does not allow the stem to rotate axially.
5. A steering assembly of claim 2 , further comprising means for adjusting said headset bearings using a longitudinal force exerted downward, said means expandable between the clamping device and the headset bearings.
6. A steering assembly wherein the stem and handlebar assembly is moveable to be lifted, rotated concentrically in the steerer tube, and then folded down for storage.

7. A steering assembly wherein the stem and handlebar assembly is moveable to be lifted, folded down, and then rotated concentrically in the steerer tube.

8. A steering assembly of claim 1 further comprising a hinge for said stem assembly, said hinge located external to the steerer tube, which, when raised above the top of the steerer tube, allows the stem to rotate axially and then fold down for storage.

9. A steering assembly of claim 1, further comprising an elastic cord wherein the stem assembly is attached to the vehicle using said elastic cord, and when the stem is raised above the steerer tube, it may fold down for storage.

10. A steering assembly of claim 1, further comprising at least one external protrusion, wherein the stem is equipped with at least one external protrusion which fits into a longitudinal channel in the inner surface of the steerer tube and do not allow the stem to rotate axially.

11. A steering assembly of claim 1 wherein the steerer tube is fixed onto a stem using a manually operated clamping device and is adjustable in height.

12. A steering assembly of claim 2 wherein said clamping device is attached to the steerer tube.

13. A steering assembly of claim 1 further comprising clamping means, wherein the steerer tube is fixed onto a stem using said clamping means attached to the stem.

14. A steering assembly of claim 2 wherein said clamping device is attached to the steerer tube by means of a threaded member.

15. A steering assembly of claim 2 further comprising at least one internal protrusion associated with said clamping device, said at least one protrusion which extend above and past the top rim of the steerer tube into the area occupied by the stem.

16. A steering assembly of claim 1 further comprising a threaded upper portion of the steerer tube, a threaded the inner surface of the clamping device, and threaded upper headset bearing parts thereby allowing assembly together by threading the upper headset parts and the clamping device onto the steerer tube.

17. A steering assembly of claim 3 further comprising internal protrusions on a portion of clamping device below the hinge, wherein said stem is restrained from exiting the steerer tube by said internal protrusions on the clamping device.

18. A steering assembly of claim 3 further comprising internal protrusions in said steerer tube, wherein the portion of the stem below the hinge is restrained from exiting the steerer tube by means of said internal protrusions in the steerer tube.

19. A steering assembly for a wheeled vehicle, comprising, a steerer tube having a clamping device, a stem mast positioned concentrically inside the steerer tube, headset bearings for said steerer tube, wherein the steerer tube extends above the headset bearings and is fitted with said clamping device which in turn clamps onto said stem mast.

20. A steering assembly of claim 8 wherein the hinge is restricted from folding by the extended steerer tube while the vehicle is operated.

21. A steering assembly of claim 1 further comprising a longitudinal channel on the inside of the steerer tube, wherein the stem is equipped with at least one external protrusion which fits into said longitudinal channel and does not allow the stem to rotate axially.

22. A steering assembly of claim 3 further comprising a bolt extending vertically from a hand operated locking mechanism at the top downward internally in the stem, and equipped with a hinge located at the junction of a wedge shaped lower piece and its angled lower surface.

23. A steering assembly of claim 22 wherein the folding surface further comprises an inclined quill surface as a rotational face about which the stem can reach the folded position.

24. A steering assembly, comprising:  
a head tube, connected to a vehicle frame;  
a steerer tube connected between a wheel and a stem and passing through the head tube and extending above the upper bearings;  
a quick release binding collar equipped with protrusions extending inward, said quick release connected to the upper portion of the steerer tube above the bearings;  
a stem connected between the steerer tube and a vehicle handlebar, the lower portion of which is equipped with a hinge which is restricted from being removed from the steerer tube by said quick release protrusions, said stem can be lifted, rotated axially, and folded down for storage.

25. A method for folding a wheeled vehicle stem comprising the steps of; unlocking a stem, lifting the stem and rotating it on its axis, and folding the stem down for storage.

26. A method for folding a wheeled vehicle stem consisting of two steps each having a distinct motion, the first step being pivoting the stem on its axis, and the second step being folding down the stem.

27. A method for applying a vertical downward pressure to the top of a threadless bicycle headset which uses counter threaded, concentric members whereby, the inner member is restricted from spinning relative to a clamping device mounted onto the steerer tube above it, and the outer member can be threaded downward until the desired pressure is exerted on the headset whereby the members are locked into position or a lower member is locked into position.